

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5080

光緒三十三年十二月二十七日

THURSDAY, JANUARY 30, 1908.

四拜禮

號三十月正英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.

TOKIO, CHEFOO, TIENTSIN, KOBE, PEKIN, NEWCHANG, OSAKA, DALNY, LONDON, PORT ARTHUR, LYONS, ANTUNG, NEW YORK, LIOYANG, SAN FRANCISCO, MUKDEN, HONOLULU, TIE-LING, HONGKONG, SHANGHAI, CHANGCHUN, HANKOW.

Head Office—YOKOHAMA.

On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits:—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI, Manager.
Hongkong, 31st October, 1907.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP Gold \$1,500,000
ABOUT MEX \$7,222,222
RESERVE FUND Gold \$3,500,000
" ABOUT MEX \$7,222,222

HEAD OFFICE: NEW YORK.

60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account, at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 23rd January, 1908.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,475,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG, Manager.

Hongkong, 6th January, 1908.

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital, Fl. 15,000,000 (£1,250,000).

Subscribed Capital, Fl. 10,000,000 (£800,000).

Reserve Fund Fl. 2,125,570.36 (£1,764,488).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indragajah, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Peka, Jombang, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams Deacons Bank, Ltd.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienne: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

J. BOETJE, Manager.

15, Des Voeux Road Central.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS \$11,750,000

Silver \$11,750,000

(RESERVE LIABILITY OF PROPRIETORS \$10,000,000)

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

G. F. Fland, Esq., E. Shollin, Esq., A. Fuchs, Esq., R. Shewan, Esq., B. Goetz, Esq., H. A. W. Slade, Esq., C. R. Leismann, Esq., H. E. Tomkins, Esq., A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:

For 12 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 3 months, 4% per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 16th January, 1908.

HONGKONG SAVINGS BANK.

THE Business of the Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option to the HONGKONG AND SHANGHAI BANKING CORPORATION to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS: Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. ROYCHILDS & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

(Head Agency—BATAVIA.)

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasorecan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermaasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, to Great Britain, America, and Australia, and transacts every description of Banking business.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

J. L. VAN HOUTEN, Agent.

Hongkong, 18th November, 1907.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DELTA	About 2nd Feb.	Freight and Passage.
SHANGHAI	DELTA	About 7th Feb.	Freight and Passage.
LONDON, &c., via usual Ports	PENINSULAR	8th Feb.	See Special Advertisements.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 29th January, 1908.

Intimations.

LANE, CRAWFORD & CO.

STOCK TAKING SALE

IN

LADIES' DEPARTMENT,

Jan. 27th to 31st inclusive.

COSTUMES, HATS, SKIRTS,
BOAS, FURS, HOSIERY, ETC

At Lowest Prices to Clear.

LANE, CRAWFORD & CO.

Telephone 97.

V. O. S.

AND

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Calbeck, Macgregor & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 3th January, 1908.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:—
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.
Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Hotel.

VICTORIA HOTEL,
(TELEGRAMS—VICTORIA—SHAMKOW),
SHAMKOW, CANTON,
ON THE BRITISH CONCESSION,
H. HAYNES, Manager.

MACAO HOTEL,
(TELEGRAMS—FARMER—MACAO),
MACAO, CHINA,
IN THE CENTRE OF THE FRANK GRANDE,
Capt. T. AUSTIN, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

W. S. FARMER, Proprietor.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 Tons, "POWAN," 2,338 Tons, "FATSHAN," 2,300 Tons, "KINSHAN," 1,995 Tons, "HEUNGSHAN," 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

The "POWAN" will not run on Monday and Tuesday, the 3rd and 4th February (Chinese New Year Holidays). Other Steamers will run as usual.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 Tons, and "SUI-TAI," 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from Douglas Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

S.S. "SUI-TAI" will not run on Sunday, the 3rd February.

JOINT SERVICE OF

LONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

West River Service will be suspended on the 3rd and 4th February.

EXCURSIONS TO MACAO.

S.S. "SUI-AN" will run on Sunday and Monday, 2nd and 3rd February at usual excursion rates leaving Hongkong at 9 A.M., from DOUGLAS WHARF returning from Macao, at 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel.

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at
LANE, CRAWFORD & CO.
THE MUTUAL STORES,
and all its BRANCHES.
A. S. WATSON & CO., LD.,
and the Agents—
F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907.

NOTICE.

THE only Edition of the RACE BOOK and PROGRAMME authorized by the Stewards of the Jockey Club are those printed by Messrs. NORONHA & Co.

T. F. HOUGH, Clerk of the Course.

Hongkong, 17th January, 1908.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

W. S. FARLANE, Manager.

Hongkong, 22nd Jan., 1908.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHAW, TOMES & Co., General Managers.

Hongkong, 2nd December, 1907.

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Manager.

Hongkong, 31st Jan., 1907.

Shipping—Steamers.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "KLEIST" About SATURDAY,
and YOKOHAMA } Capt. Rud Meyer 1st Feb. 1908.MANILA, NEWGUINEA, BRIS- } "PRINZ WALDEMAR" SATURDAY,
BANE, SYDNEY and MEL } Capt. W. von Senden 5 P.M., 1st Feb. 1908.
BOURNE }YOKOHAMA and KOBE } "PRINZ SIGISMUND" About FRIDAY,
Capt. D. Lenz 7th Feb. 1908.NAPLES, GENOA, ALGIERS, } "PRINZ HEINRICH" WEDNESDAY,
GIBRALTAR, SOUTHAMPTON, } Capt. Groch Noon, 13th Feb. 1908.
ANTWERP and BREMEN }KUDAT and SANDAKAN } "BORNEO" Middle of February.
Capt. F. Sembill

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th January, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES. Hongkong, 2nd November, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU", 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN", 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILATJAP	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJIPANAS	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIKINI	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIMAH	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJILIWONG	JAPAN	Second half Feb.	JAVA PORTS	First half Mar.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 28th January, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th Jan., 1908.

Dr. M. H. CHAUN,

THE LATEST METHOD

OF THE AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 98 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sonntz, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

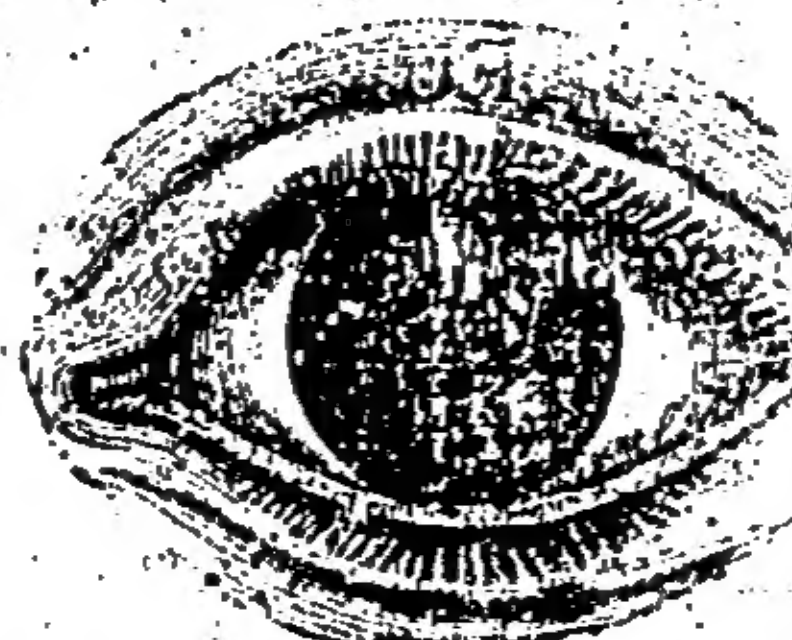
WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
11, John Street, Bedford Row, W.C. 59, Bentinck Street. 565, Nanking Road.
Hongkong, 27th November, 1907.

Hotels.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.

Telephone Address:
"CHEP" HONGKONG,
Telephone No. K.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling, Alloys,
Moderate Terms and No Extras.
Modern Management.

O. E. OWEN,
Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S OFF, the PRAX, near the TRAM TERMINUS, Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1907.

U.S. CONSULATES IN THE FAR EAST.

PROPOSED BUILDING FOR HONGKONG.

An appeal has been made by the Secretary of State to Congress for an appropriation to cover the cost of providing quarters for United States consular, immigration, judicial and other necessary offices of the United States in China, Korea and Japan. It is explained at length that in most Chinese cities where the United States has consular representatives the quarters provided are wholly inadequate and in some instances they are so unsatisfactory that the Consuls have paid part of the rent out of their own pockets in order to secure quarters that would be even partly satisfactory. Other countries secure consular property by purchase and erect handsome buildings. It is represented that the Chinese are impressed with outward show and that they judge the power and importance of a country by the state maintained by its representatives.

The Secretary asked for the following sums to provide quarters for American Consuls and other representatives when there are such at the places named: Shanghai, \$500,000; Amoy, \$3,350; Canton, \$115,000; Hongkong, \$155,000; Chefoo, \$40,000; Chungking, \$1,150; Foochow, \$8,000; Hankow, 60,000; Nanking, \$11,000; Newchwang, \$50,000; Tientsin, \$55,000; Kobe, \$110,000; Nagasaki, \$55,000; Seoul, \$10,000; Tamsui, \$27,300; Yokohama, \$104,493.

It will be observed that from the point of expenditure Hongkong comes second on the list.

AN ANCIENT EGYPTIAN MARRIAGE CONTRACT.

Toledo (O.), 21st December.

A marriage contract over 1,000 years old, discovered in a tomb near Cairo, Egypt, and now in the collection of the Museum of Art, Toledo, has, it is announced, been deciphered by the Egyptologists at the University of Strasbourg, Germany, and found to be, from a historic standpoint, one of the most important documents brought to light in recent years.

George W. Stevens, director of the Toledo Museum, says: "The papyrus determines two matters of great importance. It establishes the period of an Egyptian Pharaoh whose time of reign has been hitherto unknown, and gives us documentary evidence of the exalted financial position accorded to married women in Egypt three centuries before Christ, a position almost undreamed of and unthought of by the most enthusiastic new woman of these modern days. The lost Pharaoh whose period of reign is established is Khaphasha, and the time 341 B.C."

"From the translation it is established that in case the wife repudiated the husband she allowed him to take back half his dowry. This is the reverse of modern customs, especially in European countries, where the wife is expected to contribute the dot or dowry. The Egyptian husband not only received nothing from the bride, but had to put up a bonus to make himself a matrimonial possibility. The document shows that in case of a separation he was allowed by the wife to take but one-third of the money they should have acquired together during the time they were married."

Intimations.

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL,

Where I am sure to find the best

FRENCH BONBONS,

LIQUEURS,

BURGUNDY,

BORDEAUX,

CHAMPAGNE

and

CLARET.

Hongkong, 20th January, 1908.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

8.45 p.m. and 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at 15 Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers,
Hongkong, 4th July, 1907.

Intimations.

MEDICAL DEPARTMENT.

WARNING.

THE European residents of the Colony are advised to avoid China-town during the forthcoming China New Year Festival, UNLESS THEY HAVE BEEN RECENTLY VACCINATED, owing to prevalence of Small-pox among the Chinese Community.

J. M. ATKINSON, F.C.M.O.

Hongkong, 29th January, 1908.

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On MONDAY, the 3rd February:—
From Stonecutters in a Westerly direction, at ranges up to 6,000 yards commencing at 10.30 A.M. and finishing at 5 P.M.

On WEDNESDAY, the 5th February:—
From Pinewood in a Westerly direction, at ranges up to 10,000 yards commencing at 10 A.M. and finishing at 1 P.M.

On MONDAY, the 17th February:—
From Lyemun in a North-Easterly direction, at ranges up to 6,000 yards commencing at 7 P.M. and finishing at 11 P.M.

On TUESDAY, the 18th February:—
From Stonecutters in a North-Westerly direction, at ranges up to 6,000 yards commencing at 7 P.M. and finishing at 11 P.M.

On THURSDAY, the 20th February:—
From Lyemun F.C. in a North-Easterly direction, at ranges up to 10,000 yards commencing at 7 P.M. and finishing at 11 P.M.

On FRIDAY, the 21st February:—
From Stonecutters in a North-Westerly direction, at ranges up to 6,000 yards commencing at 7 P.M. and finishing at 11 P.M.

On TUESDAY, the 23rd February:—
From Lyemun F.C. in a North-Easterly direction, at ranges up to 10,000 yards commencing at 7 P.M. and finishing at 11 P.M.

On TUESDAY, the 23rd March:—
From Stonecutters in a Westerly direction, at ranges up to 10,000 yards commencing at 7 P.M. and finishing at 11 P.M.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.

Hongkong, 24th January, 1908.

OPEN CYCLE RACE.

FIRST PRIZE: New Humber Bicycle.

SECOND PRIZE: Pair Dunlop Tyres.

THIRD PRIZE: Pair of Inner Tubes, one Bell and one Lamp.

ALL PRIZES PRESENTED BY THE DRAGON CYCLE COMPANY.

The Scratch Road-race for the above prizes will take place on CHINESE NEW YEAR DAY over a course to be announced later.

ENTRANCE FEE \$1.

ENTRIES CLOSE ON JANUARY 31, WITH THE DRAGON CYCLE CO., 11, D'AGUIAR STREET.

Hongkong, 16th January, 1908.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

11, D'AGUIAR STREET, HONGKONG.

Hongkong, 2nd September, 1907.

Intimations.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

FOR THE
RACES.

Novelties
for
SMART WEAR.

Fashionable
DRESS
FABRICS.

Dainty
Made-up
LACE GOODS.

Prevailing
Styles
in
MILLINERY.

Newest
FOOTWEAR.

W.M. POWELL, LTD.,
DES VŒUX ROAD,
and
28, QUEEN'S ROAD.

Consignees.

HAMBURG-AMERIKA LINIE.
THE H. A. L. Steamship
"RHENANIA"
Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignation by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 31st prox., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 27th January, 1908. [164]

HAMBURG-AMERIKA LINIE.
THE H. A. L. Steamship
"AMBRIA"
Captain Schwinghammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignation by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 31st prox., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 27th January, 1908. [164]

HAMBURG-AMERIKA LINIE.
THE H. A. L. Steamship
"SLAVONIA"
Captain Kote, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignation by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st prox., will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st prox., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 28th January, 1908. [171]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamer
"SOCOTRA"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 28th January, 1908. [17]

Intimations.

RACE BOOKS, 1908.
FOR SALE. PRICES:
LEATHER COVERED, \$2.00 each.
CLOTH COVERED, 1/5
PAPER COVERED, 50
May be had from

NORONHA & CO.,
Printers to the Hongkong Jockey Club.
KELLY & WALSH, LD.,
W. BREWER & CO.
Hongkong, 18th January, 1908. [139]

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.00 per Cask ex Factory
In Bags of 250 lbs. net \$3.00 per Bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 28th January, 1908. [17]

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 15th day of February, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1907.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 28th January, 1908. [173]

HONGKONG AND SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the REGISTER OF SHARES OF the Corporation will be CLOSED from MONDAY, the 3rd, to the 15th day of February, 1908, (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 28th January, 1908. [174]

HONGKONG AND WHAMPOA LOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE ORDINARY YEARLY MEETING OF THE SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.
The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.
By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.
Hongkong, 29th January, 1908. [176]

Notice of Firm.
INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS CO.
(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.
SHEWAN TOMES & CO.,
Agents.
Hongkong, 21st July, 1907. [147]

For Sale.
FABST BREWING COMPANY, MILWAUKEE.
FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & CO.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 20th July, 1907. [15]

SWATOW DRAWN WORK COMPANY,
38, WELLINGTON STREET.
Dealers in all kind of
HAND-MADE DRAWN CHINESE
LINEN, GRASS CLOTH, &c.,
all of the best quality;
ALSO
SWATOW BEST PEWTER-WARE
CANTON EMBROIDERY AND CHINESE LACES,
all from the best French patterns.
HONGKONG AND SWATOW.
Hongkong, 19th October, 1907. [15]

O. C. MOOSA,
1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND
SPLENDID STOCK OF
FRENCH MILLINERY,
IN
VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!
IN
BLK. AND TAN GLACE/KID
from the best American Manufacturers.

FIANNELS, TWEEDS, SERGES,
Ladies' DRESSING GOWNS
and JACKETS.

Samples on application. Consignments on order. Goods shipped by express.

THE JAPANESE BUDGET FOR 1908.

SUBMITTED BY THE PREMIER.

DIFFICULTY OF EXPLANATIONS.

On the 17th January, Marquis Saionji, the Premier, called a meeting at his official residence of the representatives of various parties in the House of Peers, and privately submitted the Budget for the coming fiscal year (1908-9). There were present the Premier and all other Ministers of State in addition to Mr. Minami, Chief Secretary in the Cabinet; Mr. Otsuna, Director of the Legislative Bureau in the Cabinet; Mr. Matsuoka, Vice-Minister of Finance and Mr. Hashimoto, Director of the Accountant General in the Finance Department.

In the course of a brief address, the Premier referred to the Ministerial changes and stated that the completion of the Budget for the 41st fiscal year (1908-9) had been considered with the utmost deliberation, but unfortunately it had been experienced.

Disagreement took place between the Ministers of Finance and Communications respecting the estimates for railway undertakings, which had resulted in the resignation of the two Ministers. The Premier said that he was afraid the discussion between the two Ministers would be held to be due to his lack of foresight and ability, and he therefore tendered his own resignation, which was presented to the Throne together with those of the Ministers of Finance and Communications, all the other Ministers following the example thus set. But in compliance with the Imperial wishes the Premier and his colleagues, with the exception of the Ministers of Finance and Communications, withdrew their resignation and agreed to remain in office. The Premier then went on to remark that in the circumstances it was impossible at the present moment for him to furnish explanations regarding the Budget in a manner that would be thoroughly satisfactory to the meeting. The Vice-Minister of Finance would answer any questions that might arise respecting the estimates.

Mr. Matsuda, Minister of Justice, who holds the portfolio of Finance ad interim, next addressed the meeting. He also apologised for being unable to give full and satisfactory explanations, having taken the portfolio of Finance only a few days ago. He explained matters only as an expression of his own views.

In reply to questions regarding the postponement of military and naval works, Viscount Terauchi, Minister of the Navy, stated that the works had been decided to be postponed within limits not prejudicial to the ordinary military operations of the Empire, providing of course that no change should take place in the near future in the international situation.

Count Ogimachi and Mr. Asada put questions respecting the issue of bonds and the increase of taxation, and Mr. Mizumachi, Vice-Minister of Finance, stated that the additional revenue to be obtained from the increase of taxation for the coming fiscal year was estimated at ¥4,000,000 in round figures, and after next year at ¥5,000,000 annually. Bonds were to be issued to the amount of ¥80,000,000, which included ¥40,000,000 intended to be issued during the present fiscal year (1907-8). The Vice-Minister was not in a position to give any particulars as to time and terms of the issue.

In reply to a question as to whether the municipalisation of the Tokyo tramway would not affect the financial conditions of the country, the Vice-Minister stated that the question was indeed a most important one, for the municipalisation might act prejudicially on the national finances.

It is stated by Japanese papers that the Ministers appealed almost with humility to the meeting for its approval of the Budget, and no further questions were put. Luncheon was served at noon and the meeting rose at 1 P.M.

The total revenue for the coming fiscal year is estimated at ¥611,000,000 in round figures of which ¥740,500,000 represents ordinary revenue, while the total expenditure is estimated at ¥615,950,000, of which ¥426,910,000 represents extraordinary expenditure, showing a deficit of ¥4,910,000, which is proposed to be made good by an increase of taxation. It is explained that out of the surplus to hand, about ¥33,000,000 is proposed to be included in the estimated revenue for the ensuing year (1908-9).

From the figures that are now made public, the estimated revenue from taxation for the coming fiscal year is ¥243,370,000. This compares with the sum of ¥251,375,171 for the year 1905-6—the latest year for which an actual account is available—thus showing an increase of ¥8,005,171. The total ordinary revenue is estimated at ¥474,590,000, as against ¥398,101,611 in 1905-6 (an increase of ¥76,488,389), while the grand total of estimated ordinary and extraordinary revenue amounts to ¥611,043,048 compared with ¥535,356,301 in 1905-6, thus showing so far as estimates go the enormous increase in three years of ¥75,686,747. —Japan Chronicle.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.
Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied if required.

The Superiores will also be most grateful for any donations of clothing to be made into Bazaar for the Children of the Poor School, and for the support of the same.

Intimations.

OF THE MULTITUDES
who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Undersigned up to the 29th February, 1908, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1908, to the 31st April, 1909, with the prospect of a permanent appointment as Secretary.
Applicants should be unmarried as residence on the Club Premises is essential.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 27th January, 1908. [165]

HONGKONG CLUB.

NOTICE.

THE POST OF COMPRODORE to the above Club becomes vacant on the 31st March, 1908. Applications to fill the same will be received by the undersigned up to the 31st January, 1908.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 8th January, 1908. [172]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head Quarter Office, Victoria Barracks, until 12 o'clock Noon, on WEDNESDAY, the 12th of February, 1908, for the undermentioned Supplies and Services, for the period of 12 months from 1st April, 1908:—

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provisions.
4. Oil, Wick and Barrack Supplies.
5. Coal, Coke, Wood and Charcoal.
6. Barrack Services and Scavenging.
7. Washing.
8. Transport Services (Supply of Launches, Junks, Coolies, &c.).
9. Forage.

Forms of Tender and any particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding, Army Service Corps, between the hours of 10 A.M. and 4 P.M.
The Tenders must be properly filled up, signed and dated, and the Tender will be noticed unless delivered upon the proper form at the Head Quarter Office by 12 o'clock Noon on the above date, in a closed envelope, marked "TENDER" on the outside.
The right to reject any or all Tenders is reserved.
Head Quarter Office,
Victoria Barracks,
Hongkong, 28th January, 1908. [170]

Don't Worry.

Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs, and Chances in Life.
—Yes, Why Worry? Consult Pharos. He is able to advise you, console you and warn you. His ambition in this life is to help those in trouble, and must not be satisfied with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety, to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in making her? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test? Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW.

With your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE A WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.

100 Assorted Scotch, English & Irish Views, etc. for 1/6.

100 Assorted Scotch, English & Irish Views, etc. for 1/6.

100 Assorted Scotch, English & Irish Views, etc. for 1/6.

100 Assorted Scotch, English & Irish Views, etc. for 1/6.

100 Assorted Scotch, English & Irish Views, etc. for 1/6.

WANTED.

LOGGINGS, preferably in Kowloon. State terms.
Apply to—
A. B.
C/o Hongkong Telegraph.
Hongkong, 27th January, 1908. [167]

CHINESE NEW YEAR HOLIDAY.

IN accordance with Government Notification No. 47, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 3rd proximo.
Hongkong, 27th January, 1908. [168]

THE TRADE MARKS ORDINANCE.

1875.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given, that JONAS & COLVER, LIMITED, of Continental Steel Works and Novo Steel Works in the City of Sheffield, England, Manufacturers, have, on the 15th day of October, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

NOVO.
in the name of JONAS & COLVER, LIMITED, who claim to be the proprietors thereof. The Trade Mark has been used by the applicants since the month of June, 1906, in respect of the following goods:—

IRON and STEEL in Class 5.
MACHINERY of all kinds and parts thereof, including Machine Tools wholly or partly made of iron and steel in Class 6.

Dated the 31st day of October, 1907.
JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Vœux Road Central,
Hongkong. [963]

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

A REGALIA DANCE will be held in the CITY HALL on FRIDAY, the 29th of February. Dispensation to Wear Regalia for ENGLISH and SCOTCH MASONRY has been received from the Dist. Grand Masters. No invitations to this dance will be issued after the Fifth Day of February.
A Launch will leave the Star Ferry Wharf at 2 A.M. to convey Kowloon residents back.

JOHN J. BLAKE,
Hon. Secretary.
Hongkong, 22nd January, 1908. [153]

THE EASTERN CYCLE Co.

3, ARSENAL STREET, WANCHAI.

BICYCLES—BICYCLES.

CHEAP SALE.

FOR A SHORT PERIOD ONLY! COMMENCING FROM JANUARY 10, 1908.

MACHINES

FOR

LADIES AND GENTLEMEN FITTED WITH

2 and 3 SPEED GEAR,

OF ALL

GRADES AND GUARANTEED ENGLISH

MAKES.

All Prices to suit individual requirements.

BICYCLE ACCESSORIES

LAMPS (gas and oil), BELLS, TYRES, CYCLO-

METERS, INFLATORS, SPANNERS,

AND EVERY OTHER REQUISITE FOR

CYCLISTS.

NEW BICYCLES FOR HIRE.

REPAIRS UNDERTAKEN. EXCHANGES

EFFECTED.

THE

EASTERN CYCLE CO.,

3, ARSENAL STREET, WANCHAI.

Hongkong, 15th January, 1908. [151]

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

- Per Bottle.
- A—THORNE'S BLEND \$1.00
 - B—WATSON'S GLENORCHY, Mellow Blend 1.05
 - C—WATSON'S ABERLOUR, GLENLIVET (Peat Whisky) ... 1.15
 - E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY 1.40
 - THORNE'S OLD V.A. No. 4 ... 1.30
 - MUNRO'S "HOUSE OF LORDS" ... 1.40
 - DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY 1.40

Our celebrated "E" Blend, very old Liqueur Scotch Whisky is a blend of the finest pot distilled Whiskies in Scotland, specially selected and matured. It is of great age, very fine and mellow. Its superior quality has established its reputation as the

LEADING SCOTCH WHISKY IN THE EAST.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS.
Hongkong, 25th January, 1908.

X MADAME!
MARK THIS!!
BARGAINS!!!

Our Winter
CHEAP SALE
STYLISH & SMART GOODS.

FOR
11 Days Only
BEGINNING
ON 20TH JANUARY.

The whole of our Winter
Stock to be cleared at
25% off original prices.
Ladies' Costumes, Coats,
Mackintoshes, Hats,
Furs, Blouses, &c.
Children's Tailor (os-
tumes, Reefer Coats,
&c., &c.

FOR 11 DAYS ONLY.

MADAME FLINT,
MANAGERESS.
"THE CITY OF PARIS."
NORTHEDDER STREET.
Hongkong, 25th January, 1908.

It is a communication intended for publication in the HONGKONG TELEGRAPH. It should be forwarded to The Editor, 1, The Hongkong Telegraph, 1, The Hongkong Telegraph, 1, The Hongkong Telegraph. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE):
Daily—\$30 per annum.
Weekly—\$10 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

DEATH.

On January 25, 1908, at Shanghai, Mrs. ROZALIE P. RICCO, widow of the late Mr. S. B. Remedios.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 30, 1908.

THE STRAITS OPIUM COMMISSION.

A few days ago the members of the Opium Commission returned to Singapore from their tour to Penang and the Federated Malay States, and it is understood, are now engaged in drafting their report. Commenting on that fact the *Singapore Free Press* reverts to the subject on the 18th January, and in a leading article says:—It is nearly six months since that Commission, consisting of well-known residents of Singapore, was appointed at the instance, not of the Government of the Colony, but of the Home Government, with the object not of meeting any desire of the Colonial Government for information, but to suit the political exigencies of the present parliamentary situation, and to gratify the prejudices of an active agitation within the United Kingdom, which, because it possesses a certain degree of influence in the House amongst Members who are, or find it convenient to profess to be, in sympathy with that agitation, has to be considered and conciliated, no matter at whose expense or inconvenience. Now the fact is that the gentlemen of the Opium Commission have, as is a matter of fairly general knowledge, found their labours far more exacting than any one could have suspected when they with great good nature, and a desire to be of service to the Colonial Government, consented to sacrifice much of their professional time and private leisure in order to collect evidence and prepare a report, which in whatever terms it might be couched, was obviously to be assumed by the Imperial Government as an engine for the interference with the Colony's excise system; to the serious dislocation of our revenue, if any way that could be achieved. The one admirable fact of the situation is to be found in a dictum of Mr. John Morley, as Secretary of State for India, uttered in the House of Commons, in his Budget speech of 1907, referring to the petitions and addresses sent to him on the "Opium traffic," declaring that England as a nation ought to consider "Righteousness before revenue." "Yes," said he—"but surely you ought not to satisfy your own righteousness at the expense of other people's revenue?" But it seems to us that that is the prime object of the anti-opium agitation in England, and like the small boy and the cake of soap, "they won't be happy till they get it." But the Colonial Office, when it forwarded to the Governor of this Colony the reference that was to form the basis of the inquiry by the Commission to be appointed here was not so honest as Honest John Morley. The reference that limited the field of inquiry we did not hesitate, when it was published, to denounce as transparently insincere. We have not, of course, the least idea of how the gentlemen of the Opium Commission will eventually report, but we cannot help thinking that either they must have been hampered by the terms of the reference, which declared it only wanted the sort of evidence that would be suitable to the Home Government's fixed ideas, or that they will have to declare the undue limitations of the reference, and then proceed on the basis that what the Home Government really wanted was the truth, according to the queer terms of the reference, they professed not to want the truth but just this sort of stuff that would suit their Parliamentary book. Happily the task of the Commission has fallen into the hands of a group of men representative of the honest common sense of this Colony. Their report will represent a fair average of opinion on both sides, and it will have been based on a great mass of evidence to whose elucidation by examination the utmost patience and care has been expended. When the whole mass of evidence comes to be published it will supply a tribute to the thoroughness of the Commission, not to speak of the physical endurance of numerous protracted sittings. We think the Colony has been fortunate in getting the services of these representatives men in dealing with a subject of so much importance to the Colony's financial inter-

ests. In looking for a Commission to handle this question we might as easily, by going a little further in the search for men for the membership, have fared far worse. Some of us have occasionally paid for medical attendance and for legal advice. From that point of view alone, the value of the gift of many hundreds of hours to the service of the Colony is not to be lightly estimated. "It might be more correctly put," in defence of the Colony, "when we consider in what overbearing ways the Home Government has from time to time treated this and other Crown colonies, and might so easily have had recourse to the same methods on this question, instead of having had recourse to a show of investigation that had little sincerity when it was dictated but owing to its having been entrusted to a group of respected residents of this Settlement, will assume a virtue it did not originally possess." The United States Government appointed a Commission to consider and report on the matter of opium in the Philippines, to which end that Commission, three in number, visited Formosa, Indo-China, the Malay Peninsula, and Burma. Those gentlemen received an honorarium per member of a substantial character throughout the whole period of enquiry, plus all expenses. In the case of the Opium Commission for this Colony there arises no question of this kind, though we think that in equity the Home Government, having called the tune, should pay the piper. If eventually the self-righteousness of home agitators should ever tamper with our revenues we should see to it that whatever we lose shall be made good by the Home Government, as the price of the phylacteries with which it chooses thus to decorate its faddist supporters at the expense of other people.

THE WANCHAI TRAGEDY.

ONE SUSPECT ATTEMPTS SUICIDE.

The two suspects who were arrested at Yau-ni-ti on Wednesday forenoon, in connection with the murder of the woman, Chan Tai Tai, in her house, 314, Praya East, on Tuesday night, as reported in the *Hongkong Telegraph* the following evening, were arraigned before Mr. H. J. Gompertz, at the Magistracy, this morning. The suspects are: Chan Mi, a boarding-house runner, of 19, Temple Street South, Yau-ni-ti, formerly a Hongkong detective, and Wong Sai Lo, alias Wong Pui, an unemployed fireman, residing at 41 Temple Street North, Yau-ni-ti. The charges against them were that of murdering Chan Tai Tai, and armed robbery—putting another woman named Cheung Liu in bodily fear and robbing her of a quantity of jewellery. To both of these indictments the accused pleaded not guilty.

Since the arrest of the accused the police have gained no headway so far as collecting evidence is concerned, and from what we could gather to-day it looks as if it will take some weeks before the prosecution can prepare its case. In making this statement we cast no aspersions on the Wanchai police—in fact they deserve much credit for the manner in which they have tracked their men to earth. We refer, however, to the obstructions which have been placed in the way of the police lately. Soon after the murder was committed it became known to the police that the guilty party could be identified. And it is here where the police movements are balked. In the ordinary course these suspects were brought up for identification, but the women could or would not identify them. So far as we are aware the identification has failed. The suspects will be detained, however, until a further investigation is made.

As far as our information goes, the line of defence to be taken up by the accused will be that of an *alibi*. They maintain that they were not in Hongkong, or not near Wanchai, at the time the murder was committed. Up to the present they have not said where they were that night. On the other hand the police have secured evidence to show that on the night of the tragedy two men resembling the accused were not only at Wanchai, but were seen dodging around the house wherein the murder was committed.

On Wednesday night the first suspect—Chan Mi—made an unsuccessful attempt to commit suicide in his cell. He tore pieces from his blanket, knotted them together, and was in the act of strangling himself when he was seen and the attempt frustrated. From the condition of his neck as seen this morning it was clear that the man was determined that night to end his days in the cell.

After the accused had entered their pleas, Inspector Gossley applied for the case to be remanded formally for week, which was granted.

INTERPORT HOCKEY.

HONGKONG V. CANTON.

The following will represent Hongkong against Canton on Saturday at 4.30 p.m. and Monday at 2.30 p.m. at Canton, playing in white: L. Florida R. N. (Goal); H. Beyer and L. Isaacson, R. N. (Backs); B. Carter, C. Bulmer Johnson and T. C. Gray (Capt.) (Half-backs); S. F. Ricketts, G. B. Stuart, R. N. Y. F. Kirwan, A. S. G., R. O. Hotchison and C. P. Chater (Forwards).

What might have been a most serious occurrence, but was averted by the timely discovery of Capt. Page, the popular skipper of the Canton steamer *Ying King*, was brought to light on Tuesday last, while the steamer was lying at her wharf on the New Praya. Upon entering his cabin on Tuesday morning, Captain Page made the discovery that it had been entered into in the early hours of the morning, when he was away from his ship at his house in Wyndham Street. The cabin door was locked by Capt. Page himself before proceeding ashore. A hurried examination of the room disclosed the fact that the following articles were missing:—A Winchester rifle, loaded; a pair of ship's binoculars, a mackintosh and a few odds and ends. It was at first thought that the thief or thieves, as was more probably the case, entered admission into the cabin from the skylight, but an examination of the door lock placed it beyond a doubt that this mode of entrance had been effected. Fortunately, Capt. Page proceeded to the Central Police Station and there made a report of the robbery. The Police authorities at once despatched a number of Chinese detectives in charge of Detective Sergeant Terrett to the *Ying King*. Arriving on the ship the police made a minute search of the vessel fore and aft. At the time no passengers were on board.

While the search was being conducted it is interesting to observe that a shipment of \$21,000 in silver dollars, in case made by Messrs. Marry & Co., who had received the money from Haiphong for transhipment to Chinese consignees in Canton.

The search for the missing articles was prosecuted for some time without result, but when the detectives reached the lifeboats they were met with success. In one of these, carefully wrapped up in the boat's sails and stowed to the mast, were found the two missing Winchester rifles, rolled up end to end and as carefully concealed that, but for the lynx-eyes of the detectives, they would have been impossible of discovery. Possession of the rifles was then secured by Sergeant Terrett. His men were directed to continue the search for the other missing articles. Although every likely crevice and corner was looked into, a later search proved barren of results. The police accordingly returned to headquarters where the result of the investigation was reported to the executive officers. Apparently rumours must have reached the detective office before the report of Capt. Page in the forenoon; for after some deliberation Chief Detective Inspector Hannon and Captain Superintendent Lyons decided to trust nothing to chance and despatched some members of the police to the *Ying King*. They were P. C. Paterson, two Indians and some Chinese detectives, all armed.

One of the theories for the robbery is that pirates had had information that a large sum of money in specie was to be shipped to Canton for the New Year settlements by the last voyage of the *Ying King*. That the information was absolutely correct will be borne out by the fact of the details of silver dollar hipments that day recorded later. The pirates were supposed to be in collusion with certain members of the Chinese crew. The plan was, so it is surmised, for the robbers to board the vessel in the innocent guise of passengers and when the ship was out at sea to hold her up and despoil the vessel and passengers of their valuable belongings. Deprived of their fire-arms and weapons of defence the European officers on board would be helpless against their assailants.

As we have said neither the police nor the ship's officers took any risks and the guard placed on board on the voyage up to Canton on Tuesday night was a formidable one. Besides the police officers who were armed for emergencies, Chinese detectives mingled with the native passengers on the steerage. The owners took the extra precaution of adding two coloured watchmen on board, while the European officers—Capt. Page, Chief Officer Newman, and Chief Engineer Black—were also armed and patrolled the ship in turns. There was no sleep on board for the officers that night. The lifeboat head companion was leading to the crew's quarters were battened down, thus cutting off communication between the lower deck and the saloon and the weather deck. There was only one exit left for the Chinese passengers and that was secured by iron grating with armed sentry on guard.

That these precautions were called for will be gathered from the fact that on that particular voyage the *Ying King* carried no less than \$52,000 in specie in the compartment's room for Chinese consignees in Canton. Besides Marry & Co.'s shipment of \$21,000, Chinese shippers sent several lots of \$10,000 in Mexican, done up in gunny bags. At this time of year an abnormal quantity of ballion is sent into the country, via Canton.

Of passengers the *Ying King* carried on Tuesday night 494 all told, of whom 121 were saloon passengers, 4 being Europeans. That no untoward incident occurred was due to the exceptional precautions taken by Capt. Page, who must be congratulated in frustrating a nefarious design which might have been fraught with the gravest results had it been successfully carried out.

TRADE REPRESENTING THE JAPANESE COMMUNITY IN CANTON will play teams representing companies in Hongkong at baseball and tennis, the former match taking place on Queen's Recreation ground, Causeway Bay, on the 2nd prox. (Chinese New Year Day) at 5 p.m. and the latter in the compound of the Sugar Refinery, Canton, on the following day at 5 p.m.

S.S. "YING KING."

THREATENED "HOLD-UP."

PIRATES PLAN FRUSTRATED.

What might have been a most serious occurrence, but was averted by the timely discovery of Capt. Page, the popular skipper of the Canton steamer *Ying King*, was brought to light on Tuesday last, while the steamer was lying at her wharf on the New Praya. Upon entering his cabin on Tuesday morning, Captain Page made the discovery that it had been entered into in the early hours of the morning, when he was away from his ship at his house in Wyndham Street. The cabin door was locked by Capt. Page himself before proceeding ashore. A hurried examination of the room disclosed the fact that the following articles were missing:—A Winchester rifle, loaded; a pair of ship's binoculars, a mackintosh and a few odds and ends. It was at first thought that the thief or thieves, as was more probably the case, entered admission into the cabin from the skylight, but an examination of the door lock placed it beyond a doubt that this mode of entrance had been effected. Fortunately, Capt. Page proceeded to the Central Police Station and there made a report of the robbery. The Police authorities at once despatched a number of Chinese detectives in charge of Detective Sergeant Terrett to the *Ying King*. Arriving on the ship the police made a minute search of the vessel fore and aft. At the time no passengers were on board.

While the search was being conducted it is interesting to observe that a shipment of \$21,000 in silver dollars, in case made by Messrs. Marry & Co., who had received the money from Haiphong for transhipment to Chinese consignees in Canton.

The search for the missing articles was prosecuted for some time without result, but when the detectives reached the lifeboats they were met with success. In one of these, carefully wrapped up in the boat's sails and stowed to the mast, were found the two missing Winchester rifles, rolled up end to end and as carefully concealed that, but for the lynx-eyes of the detectives, they would have been impossible of discovery. Possession of the rifles was then secured by Sergeant Terrett. His men were directed to continue the search for the other missing articles. Although every likely crevice and corner was looked into, a later search proved barren of results. The police accordingly returned to headquarters where the result of the investigation was reported to the executive officers. Apparently rumours must have reached the detective office before the report of Capt. Page in the forenoon; for after some deliberation Chief Detective Inspector Hannon and Captain Superintendent Lyons decided to trust nothing to chance and despatched some members of the police to the *Ying King*. They were P. C. Paterson, two Indians and some Chinese detectives, all armed.

One of the theories for the robbery is that pirates had had information that a large sum of money in specie was to be shipped to Canton for the New Year settlements by the last voyage of the *Ying King*. That the information was absolutely correct will be borne out by the fact of the details of silver dollar hipments that day recorded later. The pirates were supposed to be in collusion with certain members of the Chinese crew. The plan was, so it is surmised, for the robbers to board the vessel in the innocent guise of passengers and when the ship was out at sea to hold her up and despoil the vessel and passengers of their valuable belongings. Deprived of their fire-arms and weapons of defence the European officers on board would be helpless against their assailants.

As we have said neither the police nor the ship's officers took any risks and the guard placed on board on the voyage up to Canton on Tuesday night was a formidable one. Besides the police officers who were armed for emergencies, Chinese detectives mingled with the native passengers on the steerage. The owners took the extra precaution of adding two coloured watchmen on board, while the European officers—Capt. Page, Chief Officer Newman, and Chief Engineer Black—were also armed and patrolled the ship in turns. There was no sleep on board for the officers that night. The lifeboat head companion was leading to the crew's quarters were battened down, thus cutting off communication between the lower deck and the saloon and the weather deck. There was only one exit left for the Chinese passengers and that was secured by iron grating with armed sentry on guard.

That these precautions were called for will be gathered from the fact that on that particular voyage the *Ying King* carried no less than \$52,000 in specie in the compartment's room for Chinese consignees in Canton. Besides Marry & Co.'s shipment of \$21,000, Chinese shippers sent several lots of \$10,000 in Mexican, done up in gunny bags. At this time of year an abnormal quantity of ballion is sent into the country, via Canton.

Of passengers the *Ying King* carried on Tuesday night 494 all told, of whom 121 were saloon passengers, 4 being Europeans. That no untoward incident occurred was due to the exceptional precautions taken by Capt. Page, who must be congratulated in frustrating a nefarious design which might have been fraught with the gravest results had it been successfully carried out.

TRADE REPRESENTING THE JAPANESE COMMUNITY IN CANTON will play teams representing companies in Hongkong at baseball and tennis, the former match taking place on Queen's Recreation ground, Causeway Bay, on the 2nd prox. (Chinese New Year Day) at 5 p.m. and the latter in the compound of the Sugar Refinery, Canton, on the following day at 5 p.m.

NEW DOCK TUG.

THE "DAVID GILLIES" LAUNCHED.

CHRISTENED BY MRS. HENRY KEWICK.

The activity in the shipbuilding department of the Hongkong & Whampoa Dock Co., Ltd., of late has demonstrated the capabilities of the premier industry of the Colony; for within a single week there have been launched from the yards at Hunghom two steel sea-going tugs which in point of size, build, power and finish will compare with the best works of their kind turned out at the yards of shipbuilders at home. On Monday we recorded the launching of the new tug *Cyphor*, built to the order of the Norddeutscher Lloyd for their Bangkok service, and to-day a large and more powerful tug has taken the water in Hunghom Bay. This new vessel is not only a decided acquisition to the floating plant of the largest ship-repairing concern in the East, but is a valuable asset to the second most important port in the world. Not above taking a suggestion from the columns of the *Hongkong Telegraph*, the Directors and management of the Dock Co. in resolving to replace the stranded *Robert Cook*, which was wrecked on the Paracels, have wisely decided to combine in the new tug the triple qualities of a towboat, a fireboat, and a salvage steamer. In thus designating the vessel christened to-day the Directors can lay no claim to originality; they have followed the example, urged for adoption in the columns of this paper, set by the Tanjong Pagat Dock Board in Singapore whose vessel—the *Varna*—has served as a sort of a copy for the local Dock Co. in produce its replica.

Although the weather was not at its best to-day for the ceremony at Kowloon, there being occasional rain showers and a cold N.E. wind blowing late in the afternoon, the party that proceeded across the harbour to Hunghom to witness the ceremony was a select one. The central figure was, of course, Mrs. Kewick, wife of the Hon. Mr. Henry Kewick, who performed the christening ceremony. Among other ladies invited were Mesdames D. W. Cradlock, S. Silverstone, Van Buren, C. Richardson, T. Skinner, A. Ritchie, J. Lambert, W. C. Jack, T. Douglas, A. G. Gordon, A. W. Miller, J. van Riegan, D. McDonald, J. Robertson, R. Sutherland, O. Lefse, M. A. Siebs, and the Misses Siebs, Mrs. Gibbs, Mrs. and Miss W. E. Clarke, Mesdames E. G. Barrett, F. Figg, R. Sheehan, J. Johnston, E. H. Hinds, T. J. Rose, J. Hand, Nicholson, Fittock and J. A. Jupp. The Dock Co. was represented by Mr. Robt. Mitchell, chief manager. Members of the Kowloon staff present were Mr. J. W. Graham, manager, Mr. J. Hand and Mr. T. Neve. There was also a representative gathering of gentlemen belonging to shipping and engineering firms in Hongkong. Before the visitors arrived those responsible for the construction of the tug had had everything in readiness for the vessel to be launched. In the yards at Kowloon she was conspicuous by the quantity of buoys displayed. Punctually at six o'clock the chocks were removed, and as the supports which held up the hull fell, the vessel glided smoothly into the calm water of the bay. As the mass of shipped steel in the beautiful outlines of the tug moved seaward on the slip, Mrs. Kewick broke the bottle of wine on the bow of the vessel and as she did so named her the *David Gillies*. The vessel was named after a late chief manager of the Dock Co. The *David Gillies* was then towed to her buoy.

At the conclusion of the first part of the ceremony, the party adjourned to the Reading Room where the usual felicitous toasts were proposed and acknowledged. Mr. Mitchell thanked Mrs. Kewick for christening the Company's new tug and asked her acceptance of a watch bracelet as a memento of the occasion. The watch bears the following inscription:—

"S.S. *David Gillies*.
Launched by
Mrs. H. Kewick,
Kowloon Dock, 30th January, 1908."

Suitable acknowledgment was made on behalf of Mrs. Kewick. The party then returned to Hongkong.

DESCRIPTION OF THE TUG.

The *David Gillies* is what is described in engineering parlance as a steel, triple expansion, twin-screw tug. She has a length between perpendiculars of 150 ft., breadth, moulded, 27 ft. 1 in. and depth, moulded, 14 ft. 6 in. Her mean draft is 10 ft. 9 in. She is provided with engines of the inverted, vertical triple expansion, surface condensing type; the diameters of cylinders are 13", 21", and 35", and length of stroke 30". The two boilers with which she will be fitted are cylindrical return tubular and are built of mild steel, their diameters being 14' 6" and length 10' 6". Their working pressure is 180 lbs. to the inch. As will be seen from the foregoing brief specifications the machinery contained in the hull of the *David Gillies* is more than ordinarily powerful for a vessel of her size; but her builders have anticipated the advent of the larger ocean freighters and passenger carriers which are sure to make Hongkong a terminal port when the Pacific trade shall have attained the proportions which its development in the not distant future now promises. Of great power the tug will, nevertheless, be capable of steaming at the rate of twelve knots an hour. The destructive typhoon of September, 1906, and the immense usefulness of the Danish salvage steamer—the *Proक्टर*—have amply demonstrated the value of a tug when equipped with saving appliances. One of the features of the *David Gillies* when completed and ready for service will be this powerful saving pump, with several of which she will be provided. The largest of these will be a twelve-inch centrifugal pump by Drysdale. The pumping capacity is estimated at 3,750 tons per hour, for steam, equivalent to 7,000 tons per hour for water. The pump will work at 100 lbs. pressure, and will be driven by a steam engine, which will be a part of the *David Gillies*.

At the conclusion of the first part of the ceremony, the party adjourned to the Reading Room where the usual felicitous toasts were proposed and acknowledged. Mr. Mitchell thanked Mrs. Kewick for christening the Company's new tug and asked her acceptance of a watch bracelet as a memento of the occasion. The watch bears the following inscription:—

"S.S. *David Gillies*.
Launched by
Mrs. H. Kewick,
Kowloon Dock, 30th January, 1908."

Suitable acknowledgment was made on behalf of Mrs. Kewick. The party then returned to Hongkong.

DESCRIPTION OF THE TUG.

The *David Gillies* is what is described in engineering parlance as a steel, triple expansion, twin-screw tug. She has a length between perpendiculars of 150 ft., breadth, moulded, 27 ft. 1 in. and depth, moulded, 14 ft. 6 in. Her mean draft is 10 ft. 9 in. She is provided with engines of the inverted, vertical triple expansion, surface condensing type; the diameters of cylinders are 13", 21", and 35", and length of stroke 30". The two boilers with which she will be fitted are cylindrical return tubular and are built of mild steel, their diameters being 14' 6" and length 10' 6". Their working pressure is 180 lbs. to the inch. As will be seen from the foregoing brief specifications the machinery contained in the hull of the *David Gillies* is more than ordinarily powerful for a vessel of her size; but her builders have anticipated the advent of the larger ocean freighters and passenger carriers which are sure to make Hongkong a terminal port when the Pacific trade shall have attained the proportions which its development in the not distant future now promises. Of great power the tug will, nevertheless, be capable of steaming at the rate of twelve knots an hour. The destructive typhoon of September, 1906, and the immense usefulness of the Danish salvage steamer—the *Proक्टर*—have amply demonstrated the value of a tug when equipped with saving appliances. One of the features of the *David Gillies* when completed and ready for service will be this powerful saving pump, with several of which she will be provided. The largest of these will be a twelve-inch centrifugal pump by Drysdale. The pumping capacity is estimated at 3,750 tons per hour, for steam, equivalent to 7,000 tons per hour for water. The pump will work at 100 lbs. pressure, and will be driven by a steam engine, which will be a part of the *David Gillies*.

At the conclusion of the first part of the ceremony, the party adjourned to the Reading Room where the usual felicitous toasts were proposed and acknowledged. Mr. Mitchell thanked Mrs. Kewick for christening the Company's new tug and asked her acceptance of a watch bracelet as a memento of the occasion. The watch bears the following inscription:—

"S.S. *David Gillies*.
Launched by
Mrs. H. Kewick,
Kowloon Dock, 30th January, 1908."

Suitable acknowledgment was made on behalf of Mrs. Kewick. The party then returned to Hongkong.

& Co., make, driven by steam and able to supply air to two divers at the same time. The electric installation on board will be capable of establishing connection with lamps for divers whenever required. Pneumatic tools will supersede hand labour for the boring of holes, rock-blasting in salvage operations or for riveting plates, and for the efficient working of that special class of tools there will be a set of air compressors on board.

Not the least important and certainly the most valuable as far as the large shipping interests of the port are concerned is the equipment for extinguishing fires on board ships in harbour which will be fitted up on board the *David Gillies*. The fire-engines will be from the well-known firm of makers—Merryweather & Son. It will be capable of coping with a volume of 750 gallons of water per minute, throwing up a continuous stream 125 ft. high. With such pressure the *David Gillies* should render invaluable service, in case of emergency, on any outbreak of fire in any of the larger godowns on the waterfront, whether on the island of Kowloon. While members of the Legislative Council have boggled over the Government vote of \$9,000 to provide for an additional fireboat for this most important port, the management of the Dock Co. have exhibited a greater practical sense of their obligations towards the interests of their numerous constituents by making adequate provision in a first-class fireboat, which should reduce the risks of loss by fire, whether to the vessels of the mercantile marine, or to the warships of His Majesty's Navy or of the Foreign Powers seeking the hospitality of the port.

The *David Gillies* will be ten months in building, her construction having commenced on the 7th May, 1907. She is expected to be completed in six weeks' time. In outward appearance she is identical with the *Robert Cook*, and has two funnels.

ARMED ROBBERY IN THE CITY.

EXCITING EXPERIENCE OF A CHINESE WOMAN.

Mr. H. H. Gompertz, first police magistrate, presiding at the Police Court, this morning, listened to a story, which was related by a woman named Wong Kwai, who resides at 30, Gough Street, telling of how she was attacked by two armed men, one of whom was captured, early this morning.

According to her story it would appear that at about three o'clock this morning she got up from bed to close the door after the night toilet. When she got to the door a hand stretched out from the landing and seized her by the throat. She was then wheeled into the house, followed by two men, each armed with big knives. At the sight of the knives she called loudly for help. One of the robbers becoming alarmed fled down the stairs and disappeared. The other attempted to force open the woman's mouth to insert a gag. By this time her cries had been heard by the neighbours who went to investigate, but the scamp had fled. He was pursued by a number of women and captured by a hawker in a side lane.

The accused, Cheung Yik, pleaded guilty to the charge, and, after evidence was heard, his Worship committed him for trial.

TELEGRAMS.

(Reuter's.)

France.

London, 28th January.
In the debate on Morocco, M. Pichon said it was impossible to recognise M. Hafid. Referring to M. Delcasse's speech, he denied that France's alliances and friendships were directed against any Power.
The French Chamber has passed a vote of confidence in the Government by 436 to 51.

Russia.

The Minister of Communications has introduced a Bill to the Duma for the construction of a second line of the Siberian railway, at a cost of £15,732,000; the first section to be completed by 1911.

The Suez Canal.

The Canal is re-opened to traffic.

Later.

The Cape Colony Elections.

In the elections for the Legislative Council at the Cape, the Dutch party has been signally victorious.

The King's Visit to Denmark and Norway.

The King and Queen will visit Denmark and Norway in February.

Sir Henry Campbell-Bannerman.

The Premier is recovering.

Suspension of a Bank.

Owing to a severe run on the National Bank of North America, the Comptroller of Currency has been asked to assume charge.

The capital of the Bank is \$2,000,000.

Mosses (say 30,000 tons of beads, bangles, and other corals are accumulated at the Chang-chung station, waiting to be transported, says the *China Critic*. The transporting capacity of the South Manchuria Railway being inadequate, the traffic manager of the Chinese Eastern Railway is desirous of taking over these goods by the Vladivostok route. For this purpose empty cars have been sent from Moscow to Manchuria, and an understanding was made on December 29th of the following year that the Chinese Eastern Railway should be allowed to use the Manchuria Railway for the purpose of transporting goods to Vladivostok.)

The King and Queen will visit Denmark and Norway in February.

Sir Henry Campbell-Bannerman.

The Premier is recovering.

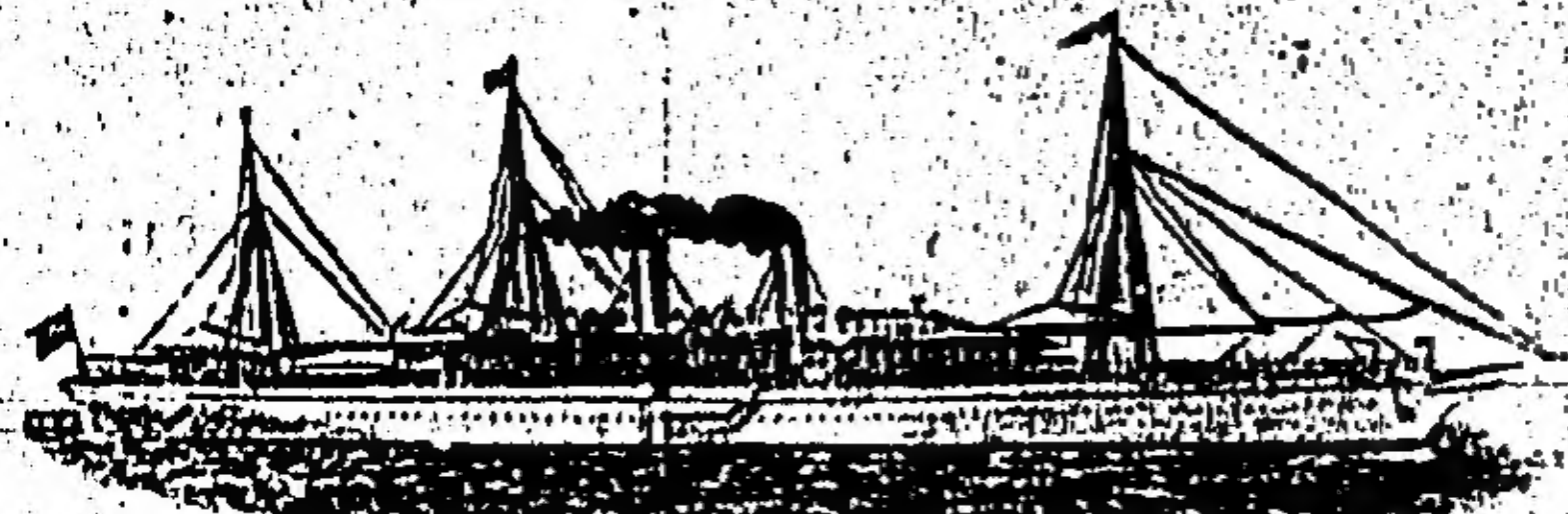
Suspension of a Bank.

Owing to a severe run on the National Bank of North America, the Comptroller of Currency has been asked to assume charge.

The capital of the Bank is \$2,000,000.

Mosses (say 30,000 tons of beads, bangles, and other corals are accumulated at the Chang-chung station, waiting to be transported, says the *China Critic*. The transporting capacity of the South Manchuria Railway being inadequate, the traffic manager of the Chinese Eastern Railway is desirous of taking over these goods by the Vladivostok route. For this purpose empty cars have been sent from Moscow to Manchuria, and an understanding was made on December 29th of the following year that the Chinese Eastern Railway should be allowed to use the Manchuria Railway for the purpose of transporting goods to Vladivostok.)

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Functionality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration.)

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	THURSDAY, Feb. 13th	Mar. 2nd
"EMPERESS OF CHINA"	6,000	THURSDAY, Mar. 12th	Mar. 30th
"EMPERESS OF INDIA"	6,000	THURSDAY, April 9th	April 27th
"MONTEAGLE"	6,160	WEDNESDAY, April 22nd	May 10th
"EMPERESS OF JAPAN"	6,000	THURSDAY, May 7th	May 25th
"EMPERESS OF CHINA"	6,000	THURSDAY, June 4th	June 22nd

"EMPERESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C. and at QUEBEC, with the Company's New Patrial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 32 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class ... 1/10 St. Lawrence River Lines or New York 1/10.

Steamers, and 1st Class on Railways, via St. Lawrence 1/10. Via New York 1/10. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China.

Hongkong, 29th January, 1908. Corner Pedder Street and Praya. 115

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"TINGSANG"	FRIDAY, 31st Jan., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	FRIDAY, 31st Jan., 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 31st Jan., 4 P.M.
SHANGHAI	"KWONGSANG"	FRIDAY, 31st Jan., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 7th Feb., 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 8th Feb., 4 P.M.

FOR THE MANILA CARNIVAL.

A Special reduced fare of 5/6 for Return Passages will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo and Tientsin via Ching-Wan-Tau.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 30th January, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
HAIPHONG	"CHIHLEI"	3rd Jan., daylight
MANILA, ZAMBOANGA & COLONIES	"OHINGTU"	3rd Jan., 4 P.M.
SHANGHAI	"SHAOHSING"	1st Feb.
SHANGHAI	"PAOTING"	1st "
MANILA	"TAMING"	5th "
SHANGHAI	"LI'AN"	6th "
SHANGHAI	"YOHOW"	7th "
CEBU & ILOILO	"SUNGKIANG"	8th "
SHANGHAI	"KIUKIANG"	11th "
MANILA	"TEAN"	11th "
CEBU & ILOILO	"KAIPONG"	15th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th January, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and cabins—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUH	2540	Almond	MANILA	SATURDAY, 1st Feb., 1908
ZAFIRO	2540	Rodger	"	SATURDAY, 8th Feb., 1908

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th January, 1908.

CHINA & MANILA STEAMSHIP CO.,
LIMITED.

MANILA CARNIVAL.

A CARNIVAL will be held in MANILA under Government auspices commencing on the 30th FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "ZAFIRO" for a special Carnival trip leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY. The "ZAFIRO" will reach Manila on Tuesday morning and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of Thursday, the 24th March. She will reach Hongkong again at daylight on Thursday, the 24th March.

We have arranged a special fare for this round trip of 5/6 and Passengers should they so desire, may make arrangements to remain on board during steamer's stay in Manila.

For further particulars, apply to the Undersecretary.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 22nd January, 1908.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



167 Ocean Steamers

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA

HIGHEST COMFORT, ONLY

LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 22nd Feb., 1908

RHENANIA ... 26th Feb., 1908

HOHENSTAUFEN ... 25th March, 1908

Hongkong, 30th January, 1908.



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

108 NEW YORK via PORTS and SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

To sail

"SAINT PATRICK" ... About the 16th March, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

Hongkong, 27th January, 1908.

General Agents.

COMPAGNIE DES MESSEGERIES
MARITIMES.FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"

Captain Girard, will be despatched for the above Ports on or about MONDAY, the 3rd February.

For Freight or Passage, apply to

J. MILLET,
Agent.

Hongkong, 27th January, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Kumier	6,233	Cowley	1908
Shawmut	9,606	E. V. Roberts	21st Feb.
Tremont	9,606	T. W. Gardick	17th Mar.
Swatara	6,233	Shotton	9th Apr.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 17th January, 1908.

[19-20]

"SHIRE" LINE OF STEAMERS.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports on the 10th February, 1908.

For Freight, etc., apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd January, 1908.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRA"

Captain MacFarlane, will be despatched for the above Ports on or about the 21st February.

For Freight, apply to

JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 27th January, 1908.

[109]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN—PORTS

(KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KASATO, MARU ... 6,160 ... 1st March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 26th December, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 5.30 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4.

Meals ... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 1st July, 1907.

[122]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

ac. ac. ac.

Bela Agents for

FERGUSON'S SPECIAL CREAM

and

F. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 7th March, 1907.

[109]

HONGKONG AFBROAR MARKET

PRIORS.

Corrected 25th January, 1908. 100 cts. 100 cts. 100 cts.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime cut—Moi Lung Pa ... 20

Beef—Prime

SIXTO LOPEZ RETURN TO MANILA.

WILL CONCERN HIMSELF IN POLITICS NO LONGER.

Sixto Lopez, the irreconcilable, the American-baiting agitator, whose determination not to take the oath of allegiance to the United States has twice before prevented him from entering the islands, returned yesterday, after a recent issue of the *Cable News*. He was a passenger on the French cattle ship *Rink-Thuan*, which came up from the port of Penang. Evidently he had faith in the ancient adage that the third trial is always successful, for he made out his declaration, had his baggage examined, like any other arrival, and stepped ashore with no questions asked.

It appears that Sixto had had a change of heart. Realizing that a futile and unreasonable stubbornness prevents him from living in the land of his birth among relatives and friends, he recants and acknowledges that the American government is not so bad after all.

He so notified the Philippine government, and has been for months conducting negotiations through the American Consul at Saigon, the capital of France's neighbouring colony. It appears that his bill of health, passport, or whatever it may be called that permits him now to enter the islands, unnoticed by the government is a letter from this self same American Consul to the effect that he had had an entire change of front on the Philippine question, and has cut out politics altogether.

As a matter of fact, Sixto Lopez is deeply interested in the Saigon cattle business, and has been keeping remarkably quiet of late. Perhaps it will be a surprise that he comes here with the knowledge and approval of the government for the purpose of assisting in the drafting of regulations to govern cattle importation from French Indo-China, about which there has been some misunderstanding. It is likely that he will not remain in the islands more than a few months.

Fauvion Lichauco, the local cattle dealer, is his business representative in Manila. His sisters, and Fik Warren, of the Boston Junta, who reside with Assemblyman Alberto Barretto, have been expecting Sixto to return, and knew on or about the time Secretary Taft was here that he would come in a few months.

When Lopez came into the port yesterday there was no one to meet him. When he attempted to enter shortly after American occupation and was turned away, he was a martyr. In 1905, when he made a second unsuccessful attempt to break into Uncle Sam's insular vineyard, he kicked up another big row. He went away a roaring lion and returns a meek and gentle lamb.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	110 1/2
Do. demand	110 1/2
Do. 4 months' sight	110 1/2
France-Bank T.T.	238 1/2
America-Bank T.T.	46
Germany-Bank T.T.	104
India T.T.	142 1/2
Do. demand	143 1/2
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T.	22 1/2
Japan-Bank T.T.	99 1/2
Java-Bank T.T.	191

4 months' sight L/C.	111 1/2
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York.	48 1/2
4 months' sight do.	48 1/2
30 days' sight Sydney and Melbourne.	2 1/2
4 months' sight do.	2 1/2
6 months' sight do.	2 1/2
4 months' sight Germany.	2 1/2
Bar Silver.	2 1/2
Bank of England rate.	2 1/2
Sovereign.	510 40

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 30th at 11.55 a.m. The barometer has fallen generally, except in E. Japan, the fall being a rapid one over China, particularly on the E. coast.

A depression, very much elongated in a N. and S. direction, is lying over the E. coast of China and the Formosa Channel. It will probably move to the N.E. over the Eastern Sea.

The wind will probably freshen considerably from the Northward in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.28 inches.

FORECAST.

1—Hongkong and neighbourhood, N. winds, probably freshening; equally, rainy.

2—Formosa Channel, Variable to N. winds, moderate to strong.

3—South coast of China between Hongkong and Lamook, same as No. 1.

4—South coast of China between Hongkong and Hainan, same as No. 1.

The Ships Passed On.

3rd January—*Attila*, *Polysten*, *Nubla*, *Gleason*, *Nora*, *Drumstick*, *Forwards*, 7th Jan. — *Agamemnon*, *Glenloch*, *Menai*, 10th Jan. — *Indra*, *Kanaga*, *Sangam*, *Yunnan*, *Brasilia*, *Gloriamaria*, 10th Jan. — *Anna Maria*, *Ernest Simon*, *Attila*, *Alfred*, *Maria*, 10th Jan. — *Benbow*, *Lawson*, *Cathay*, *Syria*, *Silvia*, *Goa*, 10th Jan. — *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*, *Palma*, *Kanaga*, *Mars*, *Sambia*, *Pahine*, *Patton*, *Tonkin*, *Sagaya*, *Tamba*, *Mara*, *Yorck*, 28th Jan. — *Hokan*, *Infen*, *Benbow*, *Silvia*, *Myrmidon*, *Nyansa*, 28th Jan. — *Attila*, 3rd Jan. — *Prinze*, *Alfred*, 10th Jan. — *Polysten*, *Nubla*, 10th Jan. — *Attila*, *Alfred*, *Kristi*, *Sachsen*, *Touraine*, *Alma*, 21st Jan. — *Manila*, *Monmouthshire*, *Satsuma*, *Attila*, *Patrol*, 21st Jan. — *Benbow*

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,757,167	{ £1.15/- for 1 year ending 30.6.07 @ ex 3/2 3/16 = \$16.04	51 %	{ \$7.10 \$7.15 new issue London 279
National Bank of China, Limited	99,925	£7	£6	{ £1,735 \$300,000	\$74,213	\$2 (London 3/5) or 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$210,038 \$421,959	none	\$20 for 1906	8 1/2 %	\$245
North China Insurance Company, Limited	10,000	£15	£5	{ £125,000 Tls. 100,000 Tls. 48,942	Tls. 204,474	{ Final of 7/6 per share making in all 15/- for 1906 = Tls. 2.65	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$270,000 \$450,407	\$1,460,490	{ Final of \$12 making \$42 for 1905 and interim of \$37 for 1906	5 %	\$1830
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$500,000 \$150,143 \$1,098	\$394,520	\$10 for year ending 31.12.5	...	{ \$150 \$137
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$30	{ \$300,000 \$320,419 \$7,616	\$362,980	\$4 and bonus \$2 or 1905	8 1/2 %	75 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,150,493	\$435,316	\$40 for 1905	12 %	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,000 \$204,038 \$6,988	\$365	\$1 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$200,000 \$210,000 \$10,000	Nil.	\$4 for year ending 30. 1907	10 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$150,000 \$160,989	\$37,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$29 ss. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	{ £60,000 £70,000	£3,694	5/- for 1906 @ ex 2 1/2 = \$2.74 per share	3 1/2 %	{ \$48 \$38
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 14,372 £400,000	Tls. 13,327	Interim of Tls. 14 for account 1907	12 %	{ Tls. 46 sellers Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ £1,871 \$50,000	£172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2 %	44/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$50,000 \$53,557	\$137	{ \$1.00 for year ending 31.12.1907 \$0.50	{ 4 1/2 % 4 1/2 %	{ \$24 buyers \$12 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 419,479 Tls. 52,000 Tls. 81,200 Tls. 50,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000	\$9,218	\$8 for year ending 31.12.07	7 1/2 %	\$100 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	...	\$3 for 1907	...	\$14
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £150,000 £284,395	£21,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 15 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,875	£21,358	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124	\$10,335	\$1.75 for year ending 31.12.06	11 1/2 %	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd. (new)	10,000	£10	£10	{ £10,000 £23,152 £30,000	\$3,047	Interim of £2 for six months ending June 30th 1907	6 1/2 %	{ \$55 old \$53 new
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$50,000 \$50,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2 %	\$58
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 Tls. 100,000 Tls. 190,100 Tls. 75,000	Tls. 10,459	{ Interim of Tls. 24 for six months ending 31st October, 1907	4 %	Tls. 75 buyers
Shanghai and Hongkew Wharf Company, Limited	10,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 190,100 Tls. 75,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 112 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 £30,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 105
Asiatic Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$25,000 £40,000	\$10,908	\$2 1/2 for year ending 30.6.07	13 1/2 %	\$20 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$751,975 £100,000	\$9,128	\$1.80 for 1906	13 %	\$14 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 £300,000	\$10,925	\$4 for 1st half-year ending 30.6.07	7 1/2 %	\$104
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$100,000 \$250,000	\$3,915	{ Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 %	\$102 b. ex div.
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$100,000 \$208,386	\$2,167	\$0 cents for 1906	7 1/2 %	\$102 buyers
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	{ none	\$1,089	\$2 1/2 for 1906	7 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 850,493 Tls. 170,000	Tls. 61,078	Interim of Tls. 3 for account 1907	7 %	Tls. 106 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,541	{ Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48 ex div.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,276	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 53
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	{ \$50,000 \$60,000	\$14,269	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 85 5/9	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 55 sales
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 31,469	Tls. 8 for 1906	...	Tls. 73 sellers
Soy Chee Cotton Spinning Company, Limited	10,000	Tls. 500	Tls. 500	{ Tls. 28,757	Tls. 50,663	Tls. 50 for 1906	...	Tls. 270 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	1,004	£12 1/2	£12 1/2	{ £1,200	£618	1/3 per share for 1906	9 %	\$78
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none	£653	\$3 for 1905	...	\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	{ none	Nil.	\$1 for 1904	...	\$101
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 38 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	{ none	\$3,000	60 cents for year ended 31.2.06	...	16
China Provident Loan & Mortgage Company, Ltd.	25,000	\$10	\$10	{ none	\$3,993	80 cents on 100,000 shares for 1907	9 1/2 %	8 1/2 ex div.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$20,000 \$5,000	\$3,974	\$1.30 for year ending 31.7.07	7 1/2 %	\$17
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$18,000	\$10,804	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$180,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,953	1 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$105,000 \$65,000	\$4,311	Interim of \$4 for 1 year ending June 30th '07	8 1/2 %	\$245
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$10	\$10	{ \$100,000 Tls. 547,500	\$4,311	Interim of 80 cents per share for a/c 1907	8 %	\$25
Maatschappij tot Exploitatie van Landbouw- planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 27,003	Tls. 10,374	{ Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 mak- ing in all Tls. 34 for 1907	8 %	Tls. 401 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none	\$2,655	1 per sh. or period in 19th Oct. to 30th Apr. '07	8 %	\$13
Phillipine Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 34,324	None	...	16 buyers
Shanghai Gas Company, Limited	14,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 108 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 45 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 Tls. 8,000	Tls. 5,354	{ Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 65 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 50,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 122 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ Tls. 100,000	Tls. 85,592	Interim of 15/- for account 1907 (old)	...	Tls. 350 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	\$41,934	Interim of 11 1/3 for account 1907 (new)	...	120
Steam Laundry Company, Limited	10,000	\$5	\$5	{ none	1478	None	...	16 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 301	Tls. 64 for year ending 30.4.07	...	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none	\$549	First year	...	\$11
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$35,000	\$1,350	80 cents on 9,000 ord. shares and 14.80 on 100 Founders shares for year ending 31.5.07	8 %	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$15,000	\$5,482	Interim of 30 cents for account 1907	6 1/2 %	\$10 buyers
William Powell, Limited	15,000	\$10	\$10	{ none	\$41	{ Final of 30 cts. making 80 cts. for 1st year ended 30th June, 1906	...	\$54 buyers

These shares are entitled to half of the profits.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA
BOMBAY, DJIBOUTI, EGYPT,
MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "YARBA"

Captain Sellick, will be despatched for
MARSEILLES on TUESDAY, the 4th
February, 1908, at 1 P.M.
This steamer connects at Colombo with the
Australian line S.S. *Australis* bound for Mar-
seilles via Bombay and Aden.
Passage tickets and through bills of lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *OCEANIAN*.....18th Feb.
S.S. *ERNEST SIMONS*.....3rd Mar.
S.S. *TONIN*.....17th Mar.
J. MILLET,
Agent.
114
114, Queen's Road, 22nd January, 1908.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SHIMOSA".....12th February, 1908.

For Freight and further information, apply
to—

DODWELL & Co., LIMITED,
Agents.
Hongkong, 21st January, 1908.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
FOR S. PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"PENINSULAR."

Captain R. A. Peters, carrying His Ma-
jesty's Mails, will be despatched from Hong-
kong for BOMBAY &c. on SATURDAY, the 8th
February, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. *Afrodite*, 10,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the
Mail steamer proceeding to Marseilles and
London.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 25th January, 1908.

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

GENERAL HOUSEHOLD

REQUISITES

&c. &c. &c.

Telephone 256.

DEPOT

FOR

KASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1904.

The Whisky
of Great Age

DEWAR'S

IMPERIAL

Sole Agents: BUMANN & BERBLINGER